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1. The Soviet-Hungarian shipping company MESZHART and the Soviet Danube shipping company SDGP are expected soon to make an arrangement for a division of the traffic on the Danube. MESZHART will take charge of the short runs from Vienna to Szöry and Almasfüzitő; its fleet plying the Vienna-Budapest sector will be increased for this purpose. The SDGP vessels will run from Vienna to Reni (Rumania) and Izmail (U.S.S.R.).
2. There has recently been a considerable increase in the number of tankers carrying oil or gasoline from Giurgiu (Rumania) to Bratislava. On one day in early January 1952, three tankers belonging to Sovromtransport and five belonging to the Czechoslovak shipping company were seen at Bratislava; each unloading about 1,000 tons of gasoline or oil.
3. Since about October 1951 Bratislava has been receiving increased shipments of wheat and corn from Hungarian ports and from Izmail, as well as oil and gasoline from Giurgiu. Shipments of gasoline from Rumania to Bratislava were begun in August 1951, and were greatly increased late in November. Over a period of a few days early in December 1951, ten Sovromtransport and SDGP tankers unloaded about 1,000 tons of gasoline each in Bratislava.

For these increased deliveries of gasoline, tugs were used north of Komárom which are not normally assigned to Rumanian shipments; the transfer of the tugs to this task delayed the movement of SDGP tankers en route to Vienna.*

* Comment: The increase in oil and gasoline shipments to Bratislava may represent an effort to deliver a certain quota before the Danube became unnavigable. It may be noted that there have been a serious shortage of railroad tank cars.

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